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CLASSIFICATION <u>SECRET</u>	
COUNTRY <u>East Germany</u>	REPORT
TOPIC <u>Brandenburg-Industriehafen Airfield</u>	
EVALUATION <u>                    </u>	PLACE OBTAINED <u>                    </u> 25X1
DATE OF CONTENT <u>                    </u>	25X1
DATE OBTAINED <u>                    </u>	DATE PREPARED <u>30 March 1955</u>
REFERENCES <u>                    </u>	25X1
PAGES <u>4</u> ENCLOSURES (NO. & TYPE) <u>                    </u>	25X1
REMARKS <u>                    </u>	
<u>This is UNEVALUATED Information</u>	25X1

1. Infanterie Kaserne

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Reconstruction work on the western wing of the Infanterie Kaserne in Brandenburg continued steadily. The new billets were probably scheduled to be occupied by Soviet officer dependents. It could not be determined if these quarters were to be for dependents who were yet to arrive or if they were for dependents who previously were quartered near the barracks installation. A total of 30 stoves and 20 bathroom installations were to be procured. Interior decorating was to start on 8 March. An estimated 350 to 400 men were quartered in the Infanterie Kaserne. 1

## 2. Air activity and aircraft observed at Brandenburg-Industriehafen airfield between 12 and 28 February 1955:

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12, 13, 14, 17, 20, 21, 22, 23, 27 and 28 February. No air activity was observed. There was poor visibility, snow, and occasionally fog.

15 February. The snow was removed by means of snowplows.

16 February. When it stopped snowing, an IL-10 took off and made a local flight.

18 February. A total of 40 to 42 IL-10s with red propeller hubs and red upper edges on their rudder assemblies were parked behind Neuendorf. The aircraft individually taxied to the take-off point past a command car. They took off but did not use the runway. After several local flights and some dives from an altitude of 2,000 to 500 meters and at an angle of 45 degrees, the aircraft landed. Air activity continued until approximately 1700.

19 February. A Po-2 took off at 1340 and headed east.

21 February. The landing field was being cleaned of snow. A total of 38 IL-10s were parked in front of the hangar at the eastern side.

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Truck [redacted] with driver wearing black-bordered blue epaulets left the airfield.

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24 February. Between 0900 and 1700, local and formation flights were made. The weather was almost cloudless.

25 February. Only one IL-10 was seen making a local flight.

26 February. Between 1000 and 1500, there was intensive local flying by 12 IL-10s which flew individually at an altitude of 800 meters. There was almost cloudless weather. An additional 4 IL-10s individually made 3 local flights at an altitude of 1,500 meters and subsequently landed. At about 1500, an element of two IL-10s made aerobatics at an altitude of about 3,000 meters for about 20 minutes. Toward the end of air activity, an irregular formation of 12 IL-10s crossed over the town at an altitude of 1,000 meters, dispersed and the aircraft landed individually. At 1045, 28 IL-10s were arranged in a row along the northern edge of the field and additional aircraft were seen in front of the hangar at the eastern edge. The aircraft parked in front of the hangar were not involved in air activity.

A motor vehicle, similar to a radio truck, presumably the command truck, with a railing, a whiptype antenna and 2 men on its roof was observed about 200 meters north of the runway, in front of the line of 28 IL-10s. Another radio truck was seen at a distance of 100 to 150 meters. The latter truck had an umbrella-type antenna on its roof or at its side. The aircraft which were parked along the field border started their engines, individually taxied to the command truck, stopped there for a moment and then taxied to the eastern end of the runway. They took off individually toward the west, made one local flight at an altitude of 800 meters, and then landed on the eastern section of the landing field from south to north almost at a right angle to the runway. Subsequently, the aircraft were again parked in line with the aircraft along the northern edge of the field. Of the 28 IL-10s 12 were alternately aloft in addition to the aforementioned 4 IL-10s which flew at an altitude of 1,500 meters. The aircraft crews were exchanged at the edge of the field. 2

### 3. AA

During the air activity on 26 February, 4 or 5 AA guns, presumably 37 mm, were seen along Einstein Strasse north of the landing field. Four-wheel gun carriages and gun barrels about 3 meters long were seen. About 25 soldiers received instruction on the guns. 3

### 4. Radio installations

The PKV-45 DF station previously observed in the southeastern section of the field had been moved 100 meters to the west. The wooden shed between the masts was replaced by the earth bunker which was located there. 4

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5. Vehicular traffic

On 18 February, motor vehicle [redacted] with driver wearing black-bordered blue epaulets, and trucks [redacted] both loaded with barrels, moved from Neuendorf Camp to the airfield. 5

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6. Air activity and aircraft observed at Brandenburg-Industriehafen airfield between 11 February and 4 March:

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11 to 18 February. There was intensive air activity by individual IL-10s on 11 and 18 February only. The aircraft made 3 to 4 local flights and one low-level attack each time. They glided at an angle of between 30 and 45 degrees and flattened out at an altitude of between 100 and 250 meters.

24 February. There was formation flying and individual flying with low level attacks. The IL-10 with the No 19 towed a sleeve target.

3 March. The loud noise of engines was heard from the direction of the field after 0800. Air activity by individual aircraft started at 1000. The aircraft made 3 to 4 local flights and one low-level attack after each circle. [redacted]

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[redacted] At about 1200, 22 to 25 IL-10s were parked on the southern edge of the field and 8 to 10 IL-10s on the dispersal area in the northeastern corner. Two tank trucks [redacted] passed through the entrance gate near Neuendorf. Two trucks [redacted] were also seen. Motor vehicles observed on the southern edge of the field included 3 to 4 tank trucks, 3 trucks, 1 ambulance, 1 fire truck, 1 command truck and 2 radio trucks. Of the latter 2 radio trucks one was parked near the westernmost revetment and the other 100 meters farther west. They had extended masts with an umbrella-shaped antenna on top. A landing marker, a cloth, about 10 x 1 meter, half red and half blue, was spread out 1 meter above the ground at about 50 meters north of the first radio truck, and at a right angle to the landing direction. Between 1230 and 1700, squadron formations of 9 to 12 IL-10s headed southeast and returned after 40 to 45 minutes.

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4 March. Between 0900 and 1100, the loud sound of engines was heard but no air activity was observed. 2

7. Infanterie Kaserne

On 3 March, the occupation strength of the Infanterie Kaserne was unchanged. At night, three fourths of building No 1 and the first floor of building No 5 were lighted.<sup>1</sup> Truck [redacted] with driver wearing black-bordered blue epaulets was parked in front of the barracks installation. 5

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8. Air activity and aircraft observed between 1 February and 1 March:  
11 to 22 February. Air activity was observed several times. The possibilities of observation were limited. A total of 31 IL-10s were counted at the field on 17 February and 27 IL-10s on 22 February.

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24 February. There was intensive air activity by IL-10s flying in small formations. Up to 7 IL-10s were simultaneously aloft.

1 March. There was formation flying by IL-10s. Up to 14 aircraft were aloft at the same time. 2

1. Comment. Reconstruction work in the Infanterie Kaserne was reported several times. The assumption that Soviet families are to be quartered there is believed correct. 25X1
2. Comment. With regard to air activity, the observations made between 18 and 26 February are particularly noteworthy. It is believed that the aircraft received instructions by voice-radio traffic from the command car. The same observation was made at Koethen airfield. with detailed description of command car. The observed air activity indicates that the training status of the young pilots has improved. 25X1
3. Comment. Six 37-mm AA guns have repeatedly been observed in the AA gun emplacement. 25X1
4. Comment. The location of the PKV-45 DF station is known.
5. Comment. All motor vehicle series. belong to air force 25X1

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